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(d) The following timber load lines shall be used:

(1) The summer timber load line indicated by the upper edge of a line marked *LS*.

(2) The winter timber load line indicated by the upper edge of a line marked *LW*.

(3) The winter North Atlantic timber load line indicated by the upper edge of a line marked *LWNA*.

(4) The tropical timber load line indicated by the upper edge of a line marked *LT*.

(5) The fresh water timber load line in summer indicated by the upper edge of a line marked *LF* and marked forward of the vertical line.

NOTE: The difference between the fresh water timber load line in summer and the summer timber load line is the allowance to be made for loading in fresh water at the other timber load lines.

(6) The tropical fresh water timber load line indicated by the upper edge of a line marked *LTF* and marked forward of the vertical line.

(e) Where the characteristics of a vessel, or the nature of the vessel's service or navigational limits make any of the seasonal lines inapplicable, these lines may be omitted.

(f) Where a vessel is assigned a greater than minimum freeboard so that the load line is marked at a position corresponding to, or lower than, the lowest seasonal load line assigned at minimum freeboard in accordance with the present Convention, only the fresh water load line need be marked.

(g) On sailing vessels only the fresh water load line and the winter North Atlantic load line need be marked (as illustrated in Figure 42.13-30(g)).

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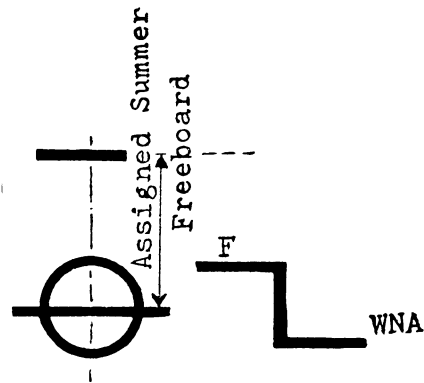


FIGURE 42.13-30(G)—LOAD LINE MARK ON SAILING VESSEL AND LINES TO BE USED WITH THIS MARK

(h) Where a winter North Atlantic load line is identical with the winter load line corresponding to the same vertical line, this load line shall be marked *W*.

(i) Additional load lines required by other international conventions in force may be marked at right angles to and abaft the vertical line specified in paragraph (a) of this section.

[CGFR 68-60, 33 FR 10059, July 12, 1968, as amended by CGFR 68-126, 34 FR 9014, June 5, 1969]

§ 42.13-35 Mark of assigning authority.

(a) The mark of the assigning authority by whom the load lines are assigned may be indicated alongside the load line ring above the horizontal line which passes through the center of the ring, or above and below it. This mark shall consist of not more than four initials to identify the assigning authority's name, each measuring approximately 4½ inches in height and 3 inches in width.

[CGFR 68-60, 33 FR 10060, July 12, 1968]

§ 42.13-40 Details of marking.

(a) The ring, lines and letters shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be permanently marked on the sides of the vessels to the satisfaction of the assigning authority. The marks shall be plainly visible and, if

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necessary, special arrangements shall be made for this purpose.

[CGFR 68–60, 33 FR 10060, July 12, 1968, as amended by CGFR 68–126, 34 FR 9014, June 5, 1969]

§ 42.13–45 Verification of marks.

(a) The International Load Line Certificate (1966) shall not be delivered to the vessel until § 42.07–5 has been fully complied with under the authority and provisions of subparts 42.07 and 42.09 of this part.

[CGFR 68–60, 33 FR 10060, July 12, 1968, as amended by CGFR 68–126, 34 FR 9014, June 5, 1969]

Subpart 42.15—Conditions of Assignment of Freeboard

§ 42.15–1 Information to be supplied to the master.

(a) The master of every new vessel shall be supplied with sufficient information in a form approved by the assigning and issuing authority, to enable him to arrange for the loading and ballasting of his vessel in such a way as to avoid the creation of any unacceptable stresses in the vessel's structure: *Provided*, That this requirement need not apply to any particular length, design or class of vessel where the Commandant considers it to be unnecessary and so notifies the assigning and issuing authority.

(b) The master of every new vessel, which is not already provided with stability information under an international convention for the safety of life at sea in force, shall be supplied with sufficient information in a form approved by the Commandant, to give him guidance as to the stability of the vessel under varying conditions of service, and a copy shall be furnished to the Commandant.

[CGFR 68–60, 33 FR 10060, July 12, 1968, as amended by CGFR 68–126, 34 FR 9014, June 5, 1969]

§ 42.15–5 Superstructure end bulkheads.

(a) Bulkheads at exposed ends of enclosed superstructures shall be of effi-

cient construction and shall be to the satisfaction of the assigning authority.

[CGFR 68–60, 33 FR 10060, July 12, 1968, as amended by CGFR 68–126, 34 FR 9014, June 5, 1969]

§ 42.15–10 Doors.

(a) All access openings in bulkheads at ends of enclosed superstructures shall be fitted with doors of steel or other equivalent material, permanently and strongly attached to the bulkhead, and framed, stiffened and fitted so that the whole structure is of equivalent strength to the unpierced bulkhead and weathertight when closed. The means for securing these doors weathertight shall consist of gaskets and clamping devices or other equivalent means and shall be permanently attached to the bulkhead or to the doors themselves, and the doors shall be so arranged that they can be operated from both sides of the bulkhead.

(b) Except as otherwise provided in these regulations, the height of the sills of access openings in bulkheads at ends of enclosed superstructures shall be at least 15 inches above the deck.

[CGFR 68–60, 33 FR 10060, July 12, 1968]

§ 42.15–15 Positions of hatchways, doorways and ventilators.

(a) For the purpose of this part two positions of hatchways, doorways and ventilators are defined as follows:

(1) Position 1: Upon exposed freeboard and raised quarter decks, and upon exposed superstructure decks situated forward of a point located a quarter of the vessel's length from the forward perpendicular.

(2) Position 2: Upon exposed superstructure decks situated abaft a quarter of the vessel's length from the forward perpendicular.

[CGFR 68–60, 33 FR 10060, July 12, 1968, as amended by CGFR 68–126, 34 FR 9014, June 5, 1969]

§ 42.15–20 Cargo and other hatchways.

(a) The construction and the means for securing the weathertightness of cargo and other hatchways in positions 1 and 2 shall be at least equivalent to the requirements of §§ 42.15–25 and 42.15–30.